Government of Gujarat and the Central Government that Vadinar would be an oil import terminal for Indian Oil Corporation only;

(b) whether it is a fact that Kandia Port Trust has granted permission to put a SBM and Jetties to Essar Oil Ltd. at Vadinar;

(c) if so, whether it is not a clear violation of the agreement entered into on the 10th October, 1977; and

(d) Government's views regarding handling over of Vadinar port to the State Government of Gujarat?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) No, Sir.

(b) Yes, Sir.

(c) Does not arise in view of reply to part (a) above.

(d) Vadinar was included in the limit of Kandia Port after Government of Gujarat issued notification deleting it from the limit of Minor Port of Salaya, while the Government of India issued notification for its inclusion in the limit of Kandia Major Port. Government of Gujarat, from time to time, has been requesting to revert Vadinar, by de-linking it from Kandia Port limit. By the said notifications issued by both the Governments, i.e., Government of India and Government of Gujarat, Kandia Port Trust has been vested with the jurisdiction of Vadinar Port and, thus, is under the administrative control of the Board of Trustees of the Port of Kandia. Since the Vadinar is an integral part of the Kandia Port Trust and its development has to be undertaken by Kandia Port Trust, the request of Government of Gujarat to hand over the Vadinar Port to State Government cannot be agreed to. However, Government of India had offered to Government of Gujarat for forming a joint venture company with Kandia Port and the Gujarat Maritime Board as partners for the development of Vadinar for multi-purpose use.

Utilization of approved outlay for projects

2817. SHRI GHULAM NABI AZAD : Will the Minister of SHIPPING be pleased to state:

(a) whether his Ministry had not utilised the approved outlay in time during 2002-03;

(b) if so, whether Government are considering to evolve some institutional mechanism to ensure better implementation, control and monitoring of projects so that the plan outlay is utilised in higher proportions and the accountability is fixed for the lapses, if any, in this regard; and

(c) if so, the broad features thereof?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) Yes, Sir.

(b) and (c) The Ministry of Shipping has impressed upon the Chairmen of Major Port Trusts and Heads of other organizations in the Port Sector on the need for critically reviewing the plan schemes and monitoring the pace of plan expenditure in order to ensure financial discipline and better expenditure management. Implementation of the schemes included in Annual Plan 2003-04 are being regularly reviewed and monitored closely with a view to ensuring optimum utilization of the funds.

Clamping age restrictions on ships

2818. SHRI VIJAY J. DARDA : Will the Minister of SHIPPING be pleased to state:

(a) whether Government are thinking of clamping age restrictions on ships, on its territorial waters, aiming at averting tragedies like sinking of vessels etc.;

(b) if so, the impact of such restrictions on crude imports and rice/ wheat/sugar exports, etc. has been studied fully; and

(c) whether it would be possible to evolve an effective mechanism to implement and monitor such orders both in case of the Indian-registered and the foreign-registered vessels?

THE MINISTER OF STATE IN THE MINISTRY OF SHIPPING (SHRI DILIPKUMAR MANSUKHLAL GANDHI): (a) Yes, Sir. Guidelines have been issued laying down age norms to be followed in the case of crude oil and product tankers on international voyages to and from any Indian port, with effect from 1st April, 2004. These guidelines, issued by Director General (Shipping) on 14th August, 2003, are in partial modification of the Circular dated 11th June, 2003.